

## Hibiscus and Bays Local Board Workshop Record

Record of the Hibiscus and Bays Local Board Workshop held on Tuesday 14 November 2023, at the local board office, 2 Glen Road, Browns Bay commencing at 10:00am.

### PRESENT

**Chairperson:** Gary Brown

**Members:** Julia Parfitt (via MS Teams) *left at 12:10pm*  
Alexis Poppelbaum  
Victoria Short  
Jake Law  
Sam Mills  
Gregg Walden *left at 2:08pm*  
Leanne Willis

### Apologies:

**Also in attendance:** Lesley Jenkins (Local Area Manager), Matthew Kerr (Senior Local Board Advisor), Saskia Coley (Local Board Advisor), Louise Healy (Democracy Advisor)

Workshop Item	Governance role	Summary of Discussions
Chairperson's welcome and apologies		The chairperson opened the workshop.
LBAP3 – Recap LTP regional topics ( <b>NON-PUBLIC</b> )	Setting direction, priorities and budget	
AT Forward Works Programme	Setting direction, priorities and budget	Andrew Allen, Arvind Sima, Antony Hing, Chris Martin, Jonathan Levell and Beth Houlbrooke were in attendance to seek local board feedback on Auckland Transport's planned 2024/2025 work programme.

The workshop concluded at 2:38pm.



**Hibiscus and Bays Local Board**

# **The Year ahead FY2024/25**



14<sup>th</sup> November 2023



# Agenda

1. Welcome and introductions
2. Overview
3. Purpose of workshop
4. Focus area 1 – Local Board Transport Capital Fund
5. Focus area 2 – Community Initiated Engineering
6. Focus area 3 – Capital Projects
7. Focus area 4 – Network Optimisation
8. General update/discussion
9. Next steps



# Overview

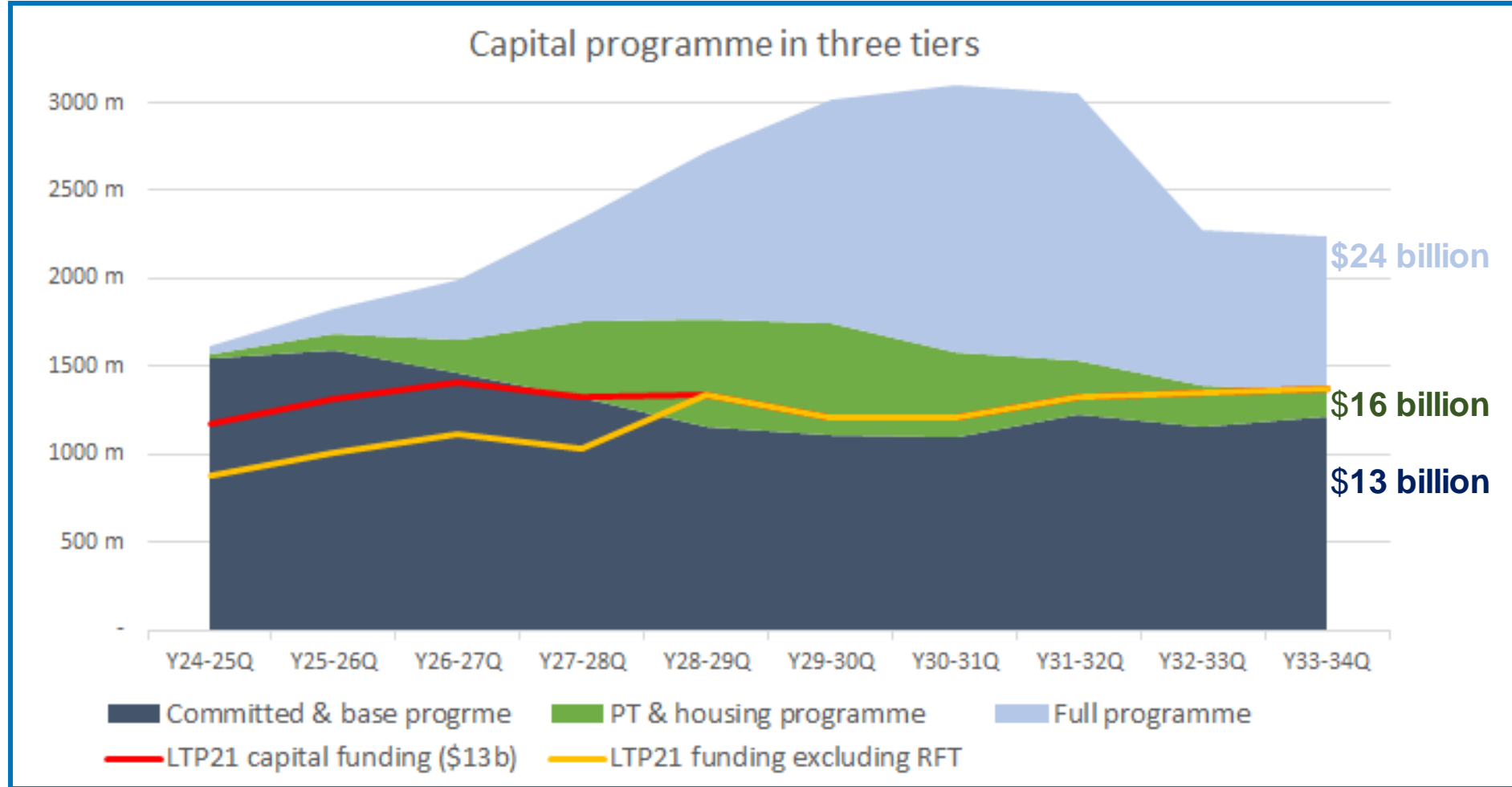


# Proposed capital programme ranges from \$13 billion to \$24 billion

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- We have developed an initial proposed 10-year capital programme in three tiers:
  - ‘Committed & Base’ programme – \$13 billion
  - ‘PT & Housing Enhancements’ programme – \$16 billion
  - ‘Full’ programme (all proposed projects) – around \$24 billion, which is clearly not affordable within existing funding mechanisms
- In real terms, the **\$13 billion ‘Committed & Base’ programme** is around \$1 billion less than the prior LTP due to the significant impact of inflation and flood/storm response costs
- **Under all scenarios** we are proposing investment is brought forward into the first two years from later years of the programme due to:
  - High committed activity levels associated with Eastern Busway and CRL
  - Renewals including flood and storm response activity
- This is **an initial programme**, developed for further engagement and prioritisation with AC during the LTP and RLTP processes

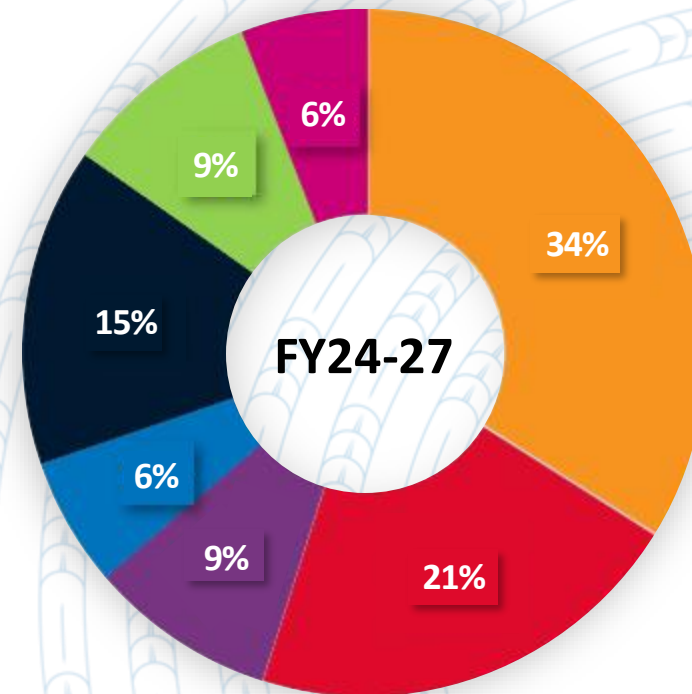
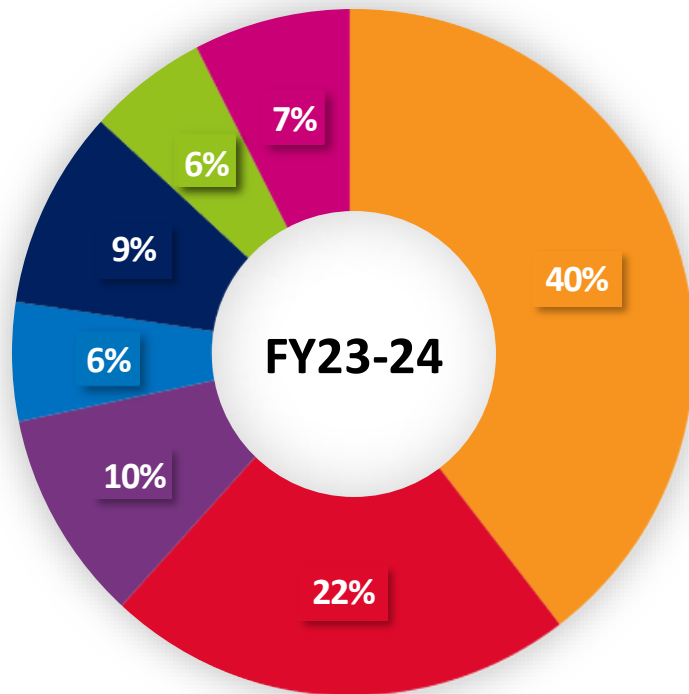
# Programme Options compared to 2021 LTP Funding



- All scenarios require investment brought forward from later years into the first two years of the programme
- Continued Regional Fuel Tax funding is critical

# AT Capital Programme Summary – next three years

- **Next three years are highly constrained under assumed funding levels** with large committed projects and emphasis on asset renewals and resilience investment to **make the most of what we have**.
- Provides for completion of the key stages of **existing committed projects** such as flood response, CRL, Eastern Busway, Northwest Bus, Electric Trains (EMU's), Ferries, Open Loop, SGA post lodgement.
- Remaining funding available will be prioritized towards investment in annual programmes of small-scale projects – including optimisation, dynamic bus lanes, intelligent transport systems and cycling – **rather than committing to new big projects**
- Includes selected high priority small and medium scale projects to **address immediate issues and support other investment**



■ Asset Management ■ Bus ■ Rail ■ Ferry ■ Road ■ Cycling and Active Modes ■ Other

# AT 2023/24 Capital Programme:

## Cycling and Active Modes \$60.3m

- Urban Cycleways - \$31.5m
- Māngere Cycleways (Airport Access) - \$10m
- On-going Cycling Programme - \$4m
- Tāmaki Drive Safety Improvements - \$6m
- New Footpaths Regional Programme - \$2m
- Climate Action Targeted Rate – cycling - \$3.6m
- Climate Action Targeted Rate – walking - \$3.2m

## Road \$100.9 m

- Unsealed Road Improvements - \$6m
- Various Corridor Improvements - \$5.7m
- Regional Improvements - \$2.2m
- Road Safety Programme - \$35m
- School Speed Management Programme - \$5m
- Minor Improvements incl. Marae and Papakāinga (Turnouts) - \$7m
- Various supporting population growth - \$40m

## Ferry \$60.2m

- Climate Action Targeted Rate - Ferry - \$24.2m
- Decarbonisation stage 1 - \$36m

## Rail \$106.4m

- CRL Day one – Level Crossing Removal \$12m
- CRL – Road Side Projects \$7.6m
- EMU Rolling Stock and Stabling - \$85.8m
- Minor Improvements - \$1.0m

## Other \$78.5m

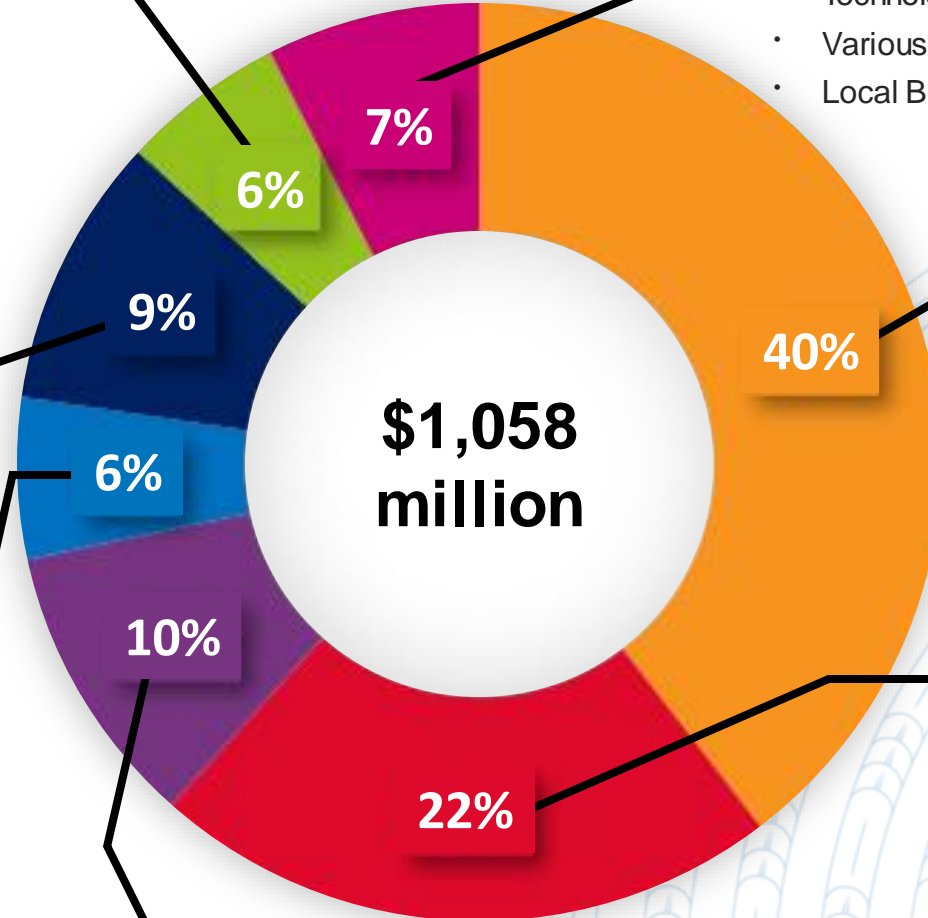
- Technology (network performance / intelligent transport) - \$22m
- Various Operational Programmes (incl. sustainability) - \$38.0m
- Local Board Priorities (incl. Rodney Targeted Rate) - \$18.5m

## Asset Management \$418m

- Renewals Public Transport - \$33.5
- Renewals Transport Network - \$236.5
- Renewals Transport Structures - \$17.5m
- Seismic Strengthening - \$3m
- Street light improvements - \$2.5m
- Unplanned natural events - \$125m

## Bus \$233.7m

- Eastern Busway 1 - \$10m
- Eastern Busway 2 to 4 - \$162m
- Northwest Bus - \$16.6m
- Rosedale and Constellation - \$8m
- Midtown Improvements - \$7.5m
- Minor Improvements - \$13.6m
- Carrington Rd - \$10.7m
- Airport to Botany route protection - \$5.3m





# Purpose of Today's Workshop



# Purpose of today's workshop

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## An ongoing conversation:

- 1 Review and discuss priority work programmes, including FY23/24 updates and review of proposed 2024/25 programme.
- 2 Review proposed programme for following two years.
- 3 Present significant programmes that might be of interest.

### Next Steps

- Local boards to review presentation detail and provide feedback by March 2024
- AT to review feedback and make adjustments to work programmes where appropriate
- AT to present finalised 2024/25 programmes in May 2024
- Sign off by local board in June 2024.



# Engagement

AT's work programmes will be developed with different engagement approaches under the IAP2 standard and based on the weightings of :

- Strategic alignment
- Data dependance
- Customer feedback

Engagement approach	Commitment
Inform	We will keep you informed.
Consult	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how your input influenced the decision. We will seek your feedback on drafts and proposals.
Collaborate	We will work together with you to formulate solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.
Advocate	Projects that are not currently in AT's work programme, but that the local board would like considered for inclusion in the future.
Do not support	Project in AT's work programme that the local board believes its community would not support.

# Programmes of Work Engagement Process

Programme	Summary	Programme Engagement
Local Board Transport Capital Fund	Local Board identified projects.	Collaborate
Auckland Cycling Programme	Delivering cycle facilities to connect town centres, public transport schools and employment. Urban Cycleways involved development of 4 key cycle networks.	Consult
Public Transport Minor Projects (including Metro Operations and Infrastructure)	Improving bus related infrastructure and services	Consult
Parking	Addressing strategic and community-initiated parking management improvements	Consult
Community Partnerships Programmes	Road safety behavior change initiatives in communities and schools through partnership. Travel demand management in schools, early learning, educational facilities, kohanga reo, kura kaupapa and marae.	Consult
Sustainable Mobility	Promoting active modes, improving safety and encouraging mode shift targeted at schools and communities and workplaces.	Consult
Community Initiated Engineering Programme	Programme to respond to community concerns for functional improvements to the network. Delivers pedestrian, cycling protection and network roading improvements.	Consult/ Inform
Capital Projects	Major projects	Inform
Road Safety	Addressing high risk corridors and intersections, for our most vulnerable road users and setting safe and appropriate speeds across the network.	Inform
Network Optimisation	Making best use of the existing roading network by increasing the capacity for people and freight movement, considering all modes	Inform
Road Corridor Renewals	Maintenance of assets within the road corridor	Inform
People Powered Streets (Ngā Tiriti Ngangahau – The Vibrant Streets, Streets for People 2.0)	Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure and non infrastructure initiatives.	Inform

# Focus areas



# Local Board Transport Capital Programme



## The 2024 - 2026 Programme

- The programme was initiated to ensure locally important transport projects are given appropriate priority, and to provide local boards with more direct ability to influence local transport projects.
- Due to budget reductions, the indicative budget was reduced from \$45m to \$29.5m over the 3-year term. This has been split between local boards as per previous year allocations.

## The Process

At the beginning of the electoral term, the Elected Member Relationship Team works with Local Boards to identify a long list of potential projects to be funded over their political term (3 financial years).

These projects are then assessed by AT to confirm they meet the funding criteria and are feasible. A rough order of cost is also calculated.

The results are then conveyed to the Board who resolve whether to proceed with the project or not. A three year works programme is then developed and agreed with Local Boards. Changes to this programme may only occur by Local Board resolution.

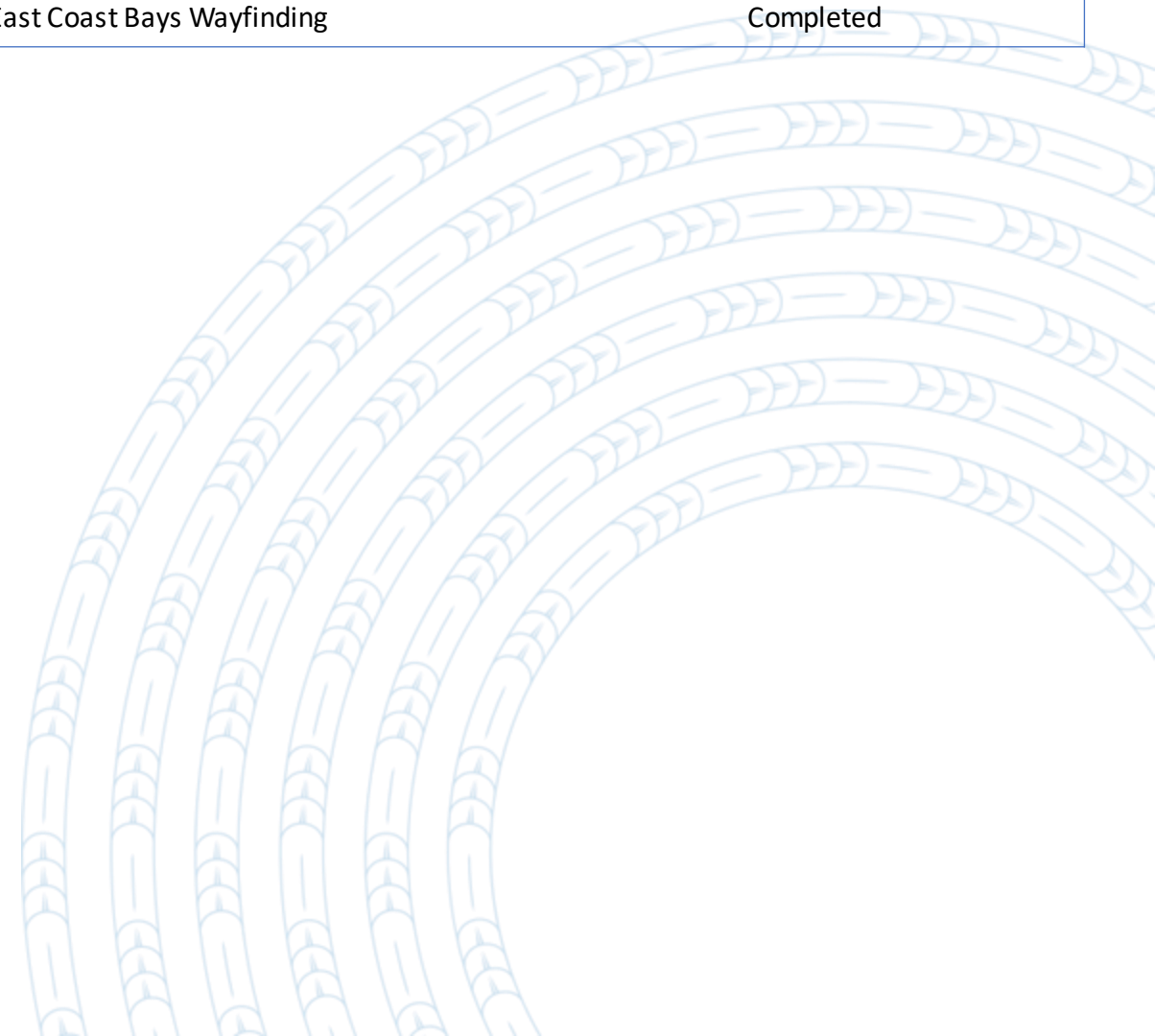
## Hibiscus and Bays: \$1.889m over 3yrs

Work is in progress to obtain Local Board decisions on project priorities for the full 3-year term.

3-Year Budget	Before	After
All local boards	\$45m	\$29.5m
Hibiscus and Bays	\$2.831m	\$1.889m

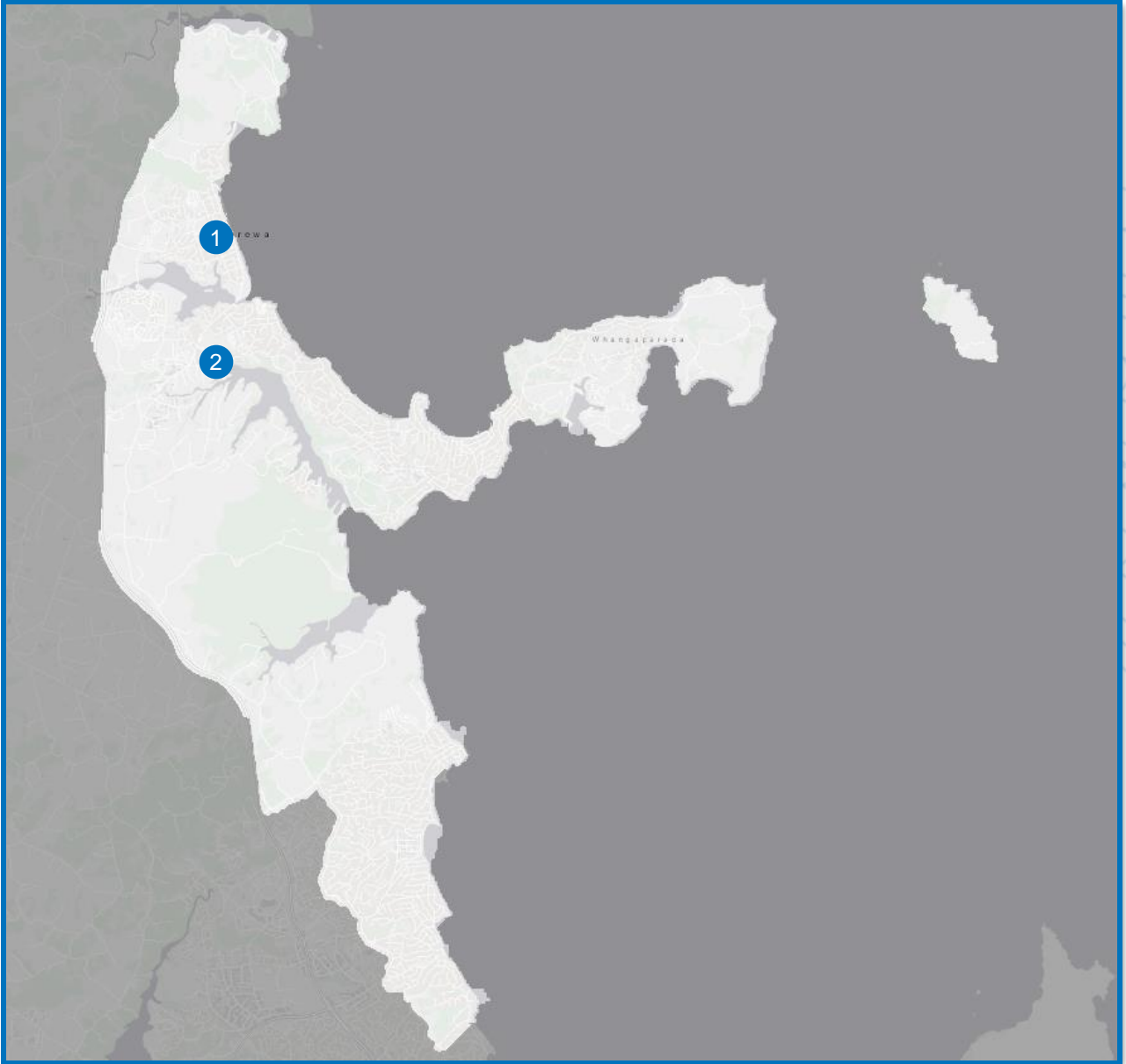


Project Title	Project Description	Status
Orewa Boulevard Stage 3	Orewa Boulevard Stage 3	Construction
East Coast Bays Wayfinding	East Coast Bays Wayfinding	Completed





Legend	
1	Orewa Boulevard Stage 3
2	East Coast Bays Wayfinding



# Community Initiated Engineering Programme



### Introduction

The Community Initiated Engineering Programme delivers multi-modal transport improvement projects on the road network that respond to operational and safety concerns raised by our stakeholders and customers.

It will act as a combination of what were formerly four distinct programmes to better focus on the needs and requests of our community. The former programmes were: Minor Improvements, Regional Improvements, Minor Cycling and Micromobility and New Footpaths.

In a similar vein, the new Walking Programme will deliver pedestrian improvements across the region. The programme will deliver on selected priority areas as well as targeted connectivity improvements for the Climate Action Transport Targeted Rate (CATTR).



### Outcomes

- Delivers outcomes to respond to customer and stakeholder queries
- Improves the operation and safety of the network
- Responds to emerging issues in development areas
- Offer better access to active modes for all members of the community.

### Planning Process

Projects are identified while investigating safety or operational concerns raised by the community. The projects are then prioritised annually with the highest priority progressing to design and then delivery. The prioritisation criteria includes: Safety, mode choice, efficiency, community and cost.

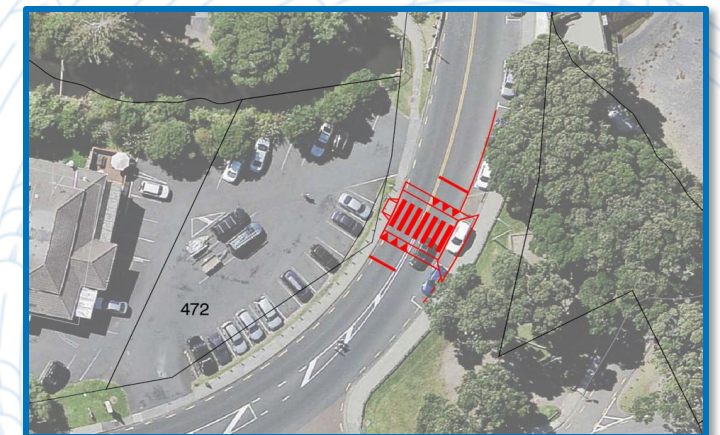
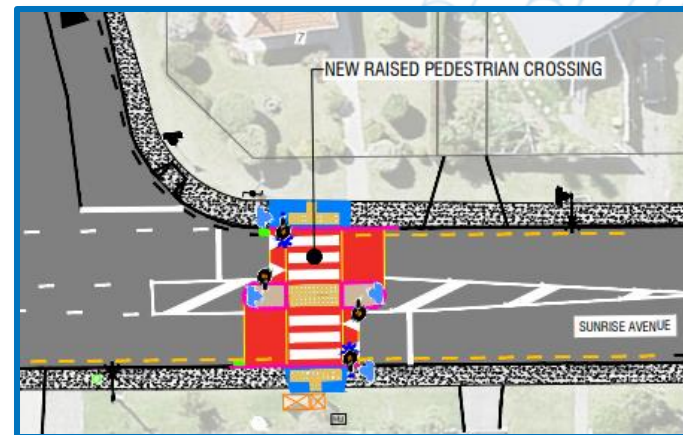
### Potential Challenges

- A long list of candidate projects and insufficient funding to progress infrastructure interventions that are important to the local community
- Community expectation for rapid safety interventions

# Community Initiated Engineering Programme

## Update FY2023/2024

Project Title	Location	Project Description	Status
Murrays Bay Sailing Club New Footpath & Ped Crossing	Beach Road Pedestrian Refuge from no. 512 to no. 535	Pedestrian Crossing	Design
Sunrise Ave - Raised Zebra Crossing	83 Sunrise Ave	Zebra Crossing	Detailed Design
Wade River, Arkles Bay	Wade River Road, Arkles Bay	New footpath	Design
Gulf Harbour Drive	Astrolabe Place to Regency Park Drive	New footpath	Investigation
94 Brightside Rd - Raised Zebra Crossing	94 Brightside Road	Raised Zebra Crossing	Detailed Design
East Coast Rd (Rosedale Rd - Constellation Drive)	East Coast Rd from Rosedale Rd - Constellation Drive	Cycleway protections/ installation of separation	Implementation

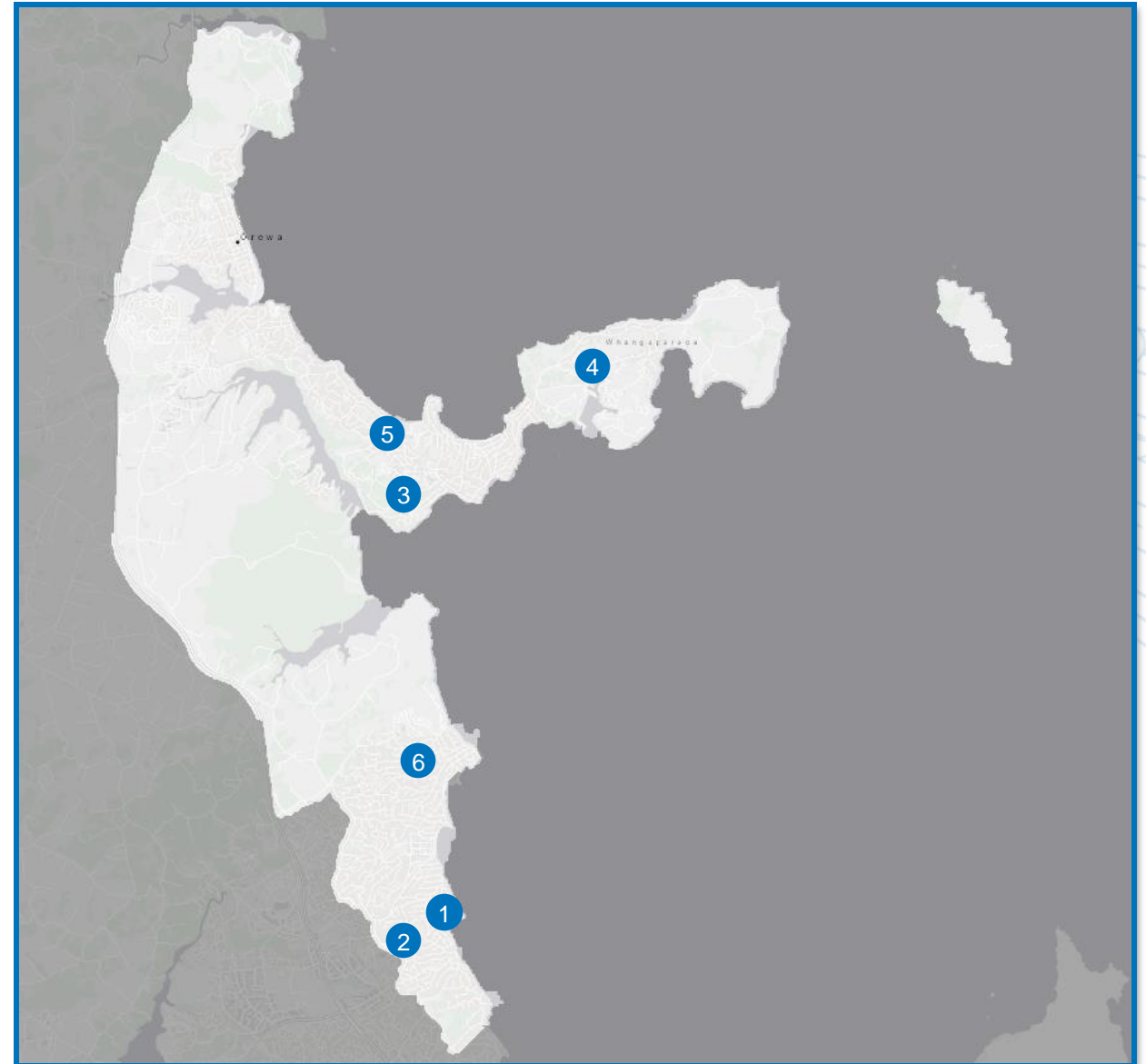


# Community Initiated Engineering Programme

Update FY2023/2024

## Legend

1	Murrays Bay Sailing Club New Footpath & Ped Crossing
2	Sunrise Ave - Raised Zebra Crossing
3	Wade River, Arkles Bay
4	Gulf Harbour Drive
5	94 Brightside Rd - Raised Zebra Crossing
6	East Coast Rd (Rosedale Rd - Constellation Drive)



# Capital Projects



# Capital Projects

**Inform**  
**Update FY2023/2024**

Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2023/2024			



# Capital Projects

# Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2024 - FY2025			





# Network Optimisation



## Introduction

The Auckland Network Optimisation Programme delivers projects that improve the effectiveness of the region's existing road network, increasing the movement of people and freight through infrastructure and technology projects.

This is a joint programme between Waka Kotahi (NZTA) and Auckland Transport working to improve healthier travel choices and make it safer and easier for people to get around Auckland using our existing network.

## Planning Process

Network deficiencies are identified based on network performance reporting and measured against the Auckland Network Operating Plan. Network deficiencies (pain points) are then investigated and solutions prioritised to be included in the programme. Currently the programme has over 200 locations identified with modal deficiencies and over 30 new technology enhancements which will benefit the whole region.

## Outcomes

Together with Waka Kotahi, the programme solves known deficiencies on the network for:

- Freight movements on the key freight network
- Bus movements on key public transport corridors (in conjunction with Metro Services)
- Walking and cycling on key corridors and within activity centres
- General traffic

Additionally, the range of technology projects will help operators respond quicker and optimise the network in real-time.



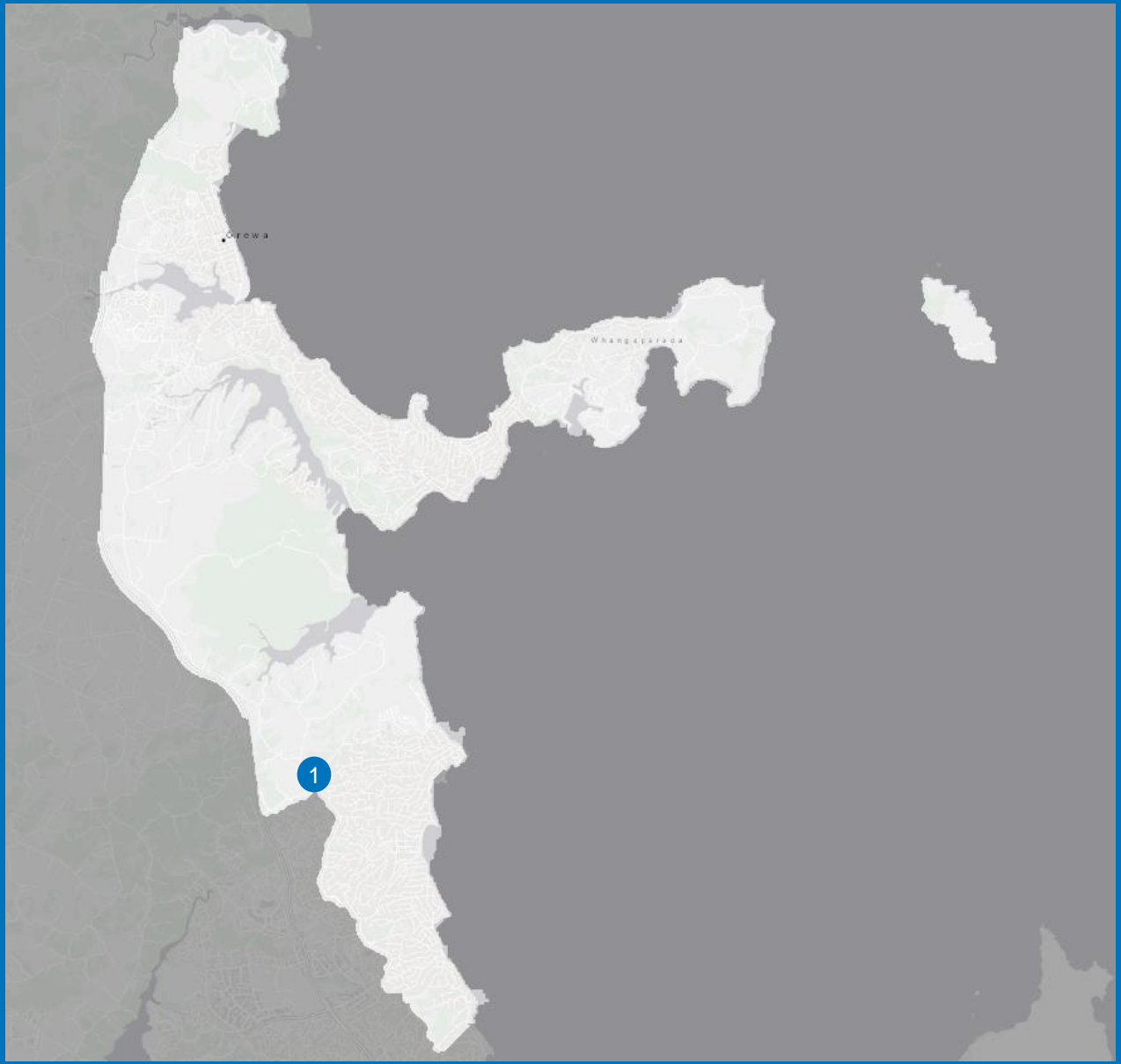
## Planned Technology Projects

Project Title	Location	Project Description	Status
East Coast/Oteha Valley/Carlisle Queue Detection	East Coast/Oteha Valley/Carlisle intersection	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Design



## Legend

- 1 East Coast/Oteha Valley/Carlisle Queue Detection



## Regional Technology Projects – sites still to be selected

Project Title	Location	Project Description	Status
<p>Advanced detection trials at intersections</p> <ul style="list-style-type: none"> <li>- Smart Queue Detection</li> <li>- Smart Cycle Detection</li> <li>- Smart Ped Detection</li> </ul>	Regional	Use of Computer vision, thermal sensors and / or radar infra red to allow capture of data for different modes. To improve intersection responsiveness to demands from various modes. Includes detection of pedestrians, cyclists, vehicle occupancies and queue length as well as vehicle mode classification.	Delivering FY23/24 sites
Bus Booster Roll Out	Regional	Bus Booster is a technology that aims to reduce the delay for late-running buses at traffic signals by timing green signals to favour buses as they approach the intersection, where it is safe and practical to do so.	Delivering FY23/24 sites
CCTV key network coverage	Regional	Ongoing CCTV camera deployment to enhance network visibility e.g., mid-blocks on arterial network and 'place' locations.	Delivering FY23/24 sites
Cyclist Sensors and data collection	Regional	Sensors to capture data from strategic cycle network.	Delivering FY23/24 sites
Variable Message Sign infrastructure expansion	Regional	Ongoing roll out of additional VMS infrastructure.	Delivering FY23/24 sites
Pedestrian Sensors and data collection	Regional	Increase the coverage of pedestrian sensors for data collection.	Not initiated



# General discussion





# Next steps and Thank you





# Supplementary information





# Auckland Cycling Programme



## Auckland Cycling Programme

The Cycling & Micromobility Programme Business Case (PBC) sets out the strategic investment programme for cycling in Auckland and developed a programme for the allocated RLTP \$306M funding.

### Outcomes

The PBC focuses on increasing cycling movements and access to opportunities, reducing deaths and serious injuries, and increasing the rate of delivery.

### Planning Process

Prioritisation of preferred option focuses on:

- Access to schools, RTN stations, Metropolitan Centres
- Connections to the regional cycle network (Future Connect)
- Connections to the existing/committed cycle networks
- Routes that require no/little kerb movement in order to deliver more and faster

## Urban Cycleways Programme

The Urban Cycle Programme (UCP), initiated in July 2015, forms a part of the AT cycling programme and commits the organisation to the completion of four new cycle networks. These networks / packages are:

- Western Connections
- City Centre Connections
- PT Links Connection
- Eastern Connections

### Delivery of UCP

The delivery of UCP is segregated into two tranches,

- Tranche 1: 14 projects are complete.
- Tranche 2: 4 projects due for completion by end of 2024/25.

Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2023/2024			



Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2024 - FY2025			



# Public Transport Minor Projects



## Introduction

Public Transport (PT) infrastructure projects are delivered predominantly through PT Safety, Security & Amenity (Capex) and PT Renewals Programmes. These programmes are tasked with delivering a range of small to mid-sized PT infrastructure and renewal projects that support bus, marine and rail PT modes.

This includes:

- Bus stop infrastructure improvements
- Removal of redundant bus infrastructure
- Localised bus priority (bus tracking & route improvements)
- Public transport wayfinding upgrades & renewals
- Rail / Bus Station and Ferry terminal upgrades & renewals
- PT Facilities upgrades and renewals (incl. BT)

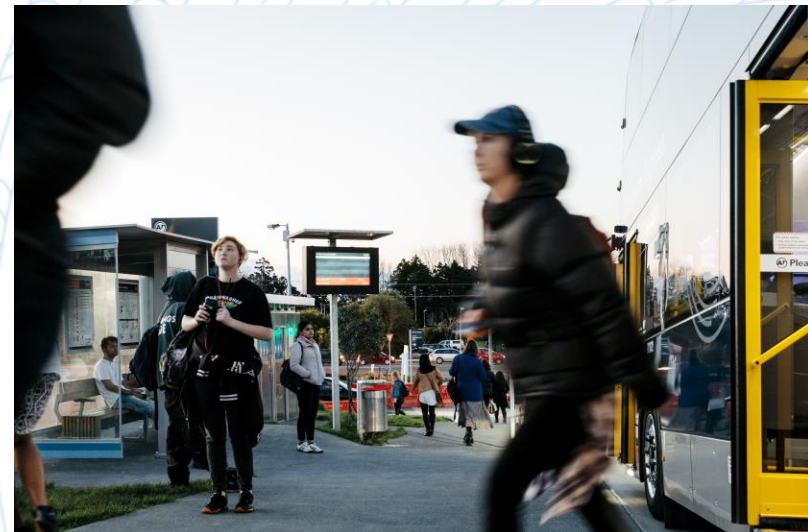
## Outcomes

To support and enhance the efficiency, reliability and customer amenity of all of AT's public transport services.

## Planning Process

Projects are typically identified:

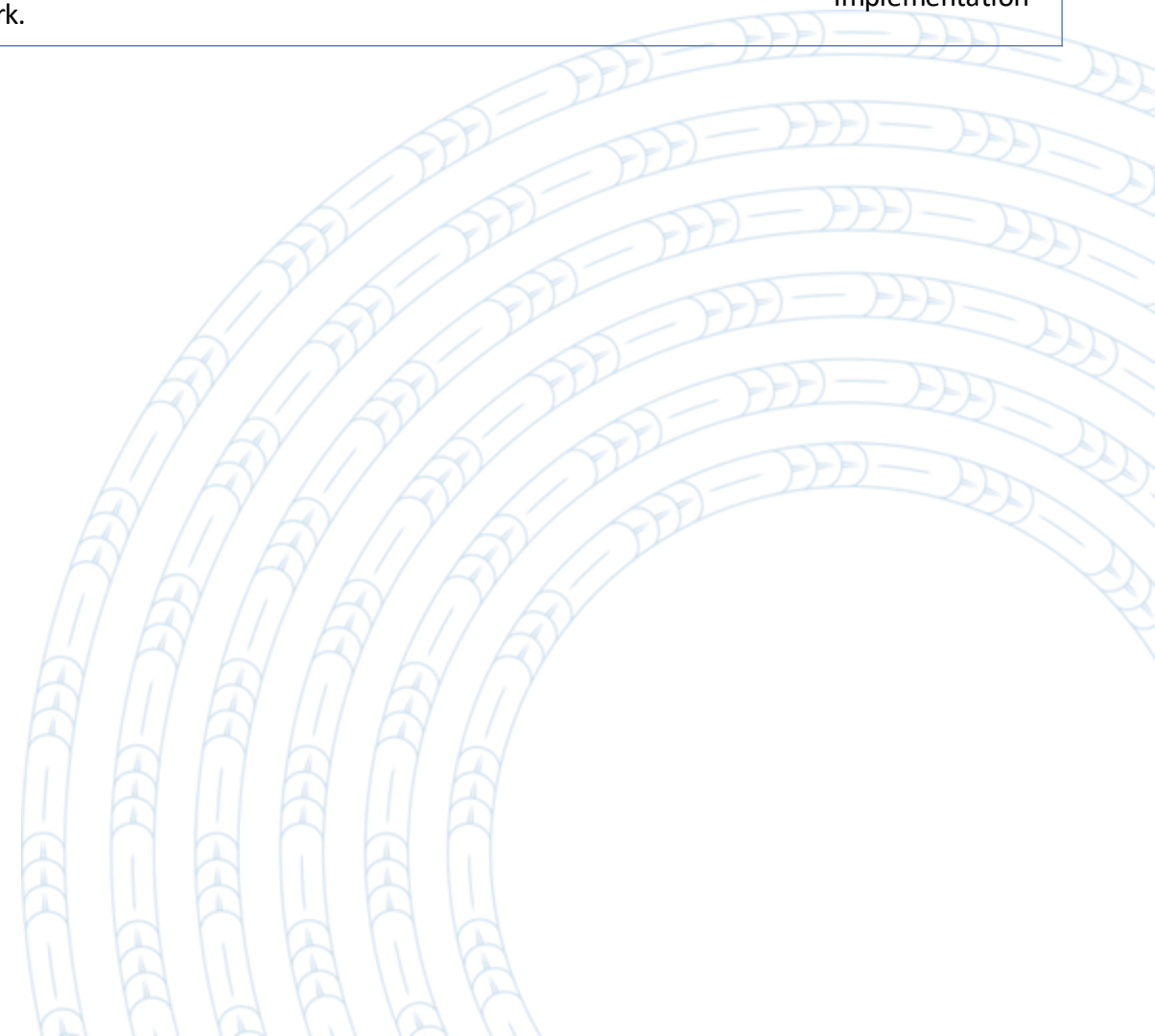
- By AT Metro Operations
- From public transport operator requests
- Customer requests
- Bus route performance assessments
- Changes in bus routes resulting in redundant infrastructure
- AT Assets (for PT Renewals)
- Local Board requests & Collaborations



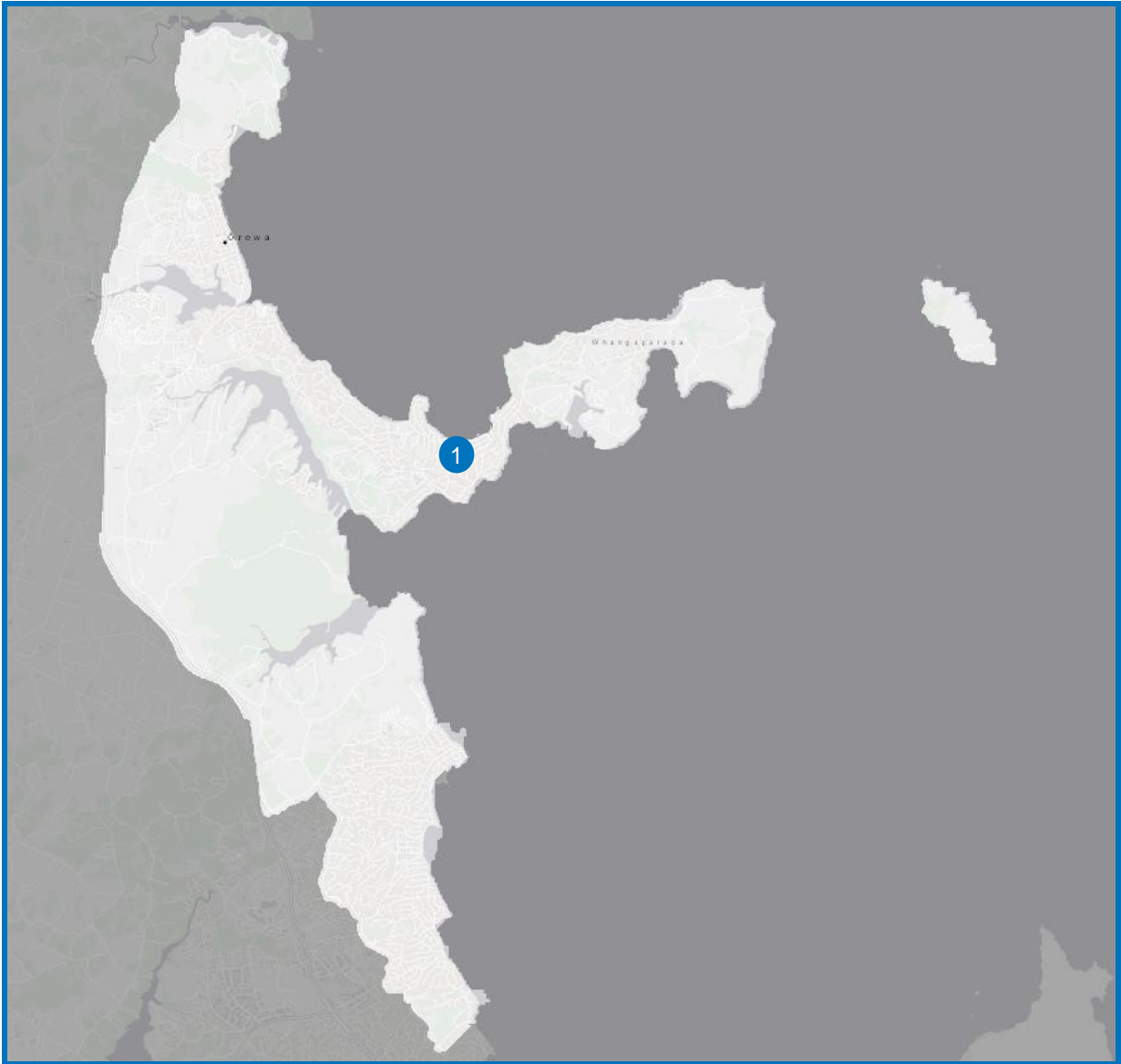
# Public Transport Minor Projects

## Update FY2023/2024

Project Title	Location	Project Description	Status
Bus Shelter Renewals	17 Manly Park Ave	Renewal / replacement of 'end of life', damaged and noncompliant bus shelters across the bus network.	Implementation



Legend	
1	Bus Shelter Renewals





# Public Transport Minor Projects

## Draft FY2024 – FY2025

Project Title	Location	Project Description	Status
NO PROJECTS PLANNED FY2024 - FY2025			



# Parking



## Introduction

The Parking Programme is both proactive and a community- initiated programme. It provides parking management to address key customer issues. It also focus on AT's congestion points to deliver on the AT Parking Strategy and the commitments set out in the SOI and Enterprise Business Plan.

## Outcomes

- Enhances customer experience
- Supports mode-shift

## Planning Process

The Parking Design Team collates feedback from the public, including Local Boards and Business Associations.

Projects are then assessed and prioritised by parking demand, 2012 Auckland Plan, community expectations, parking studies, and proximity to frequent and rapid transit network.

## Potential Challenges

- Community acceptance to parking changes
- Operate on legislative network
- Technical Solutions lead time

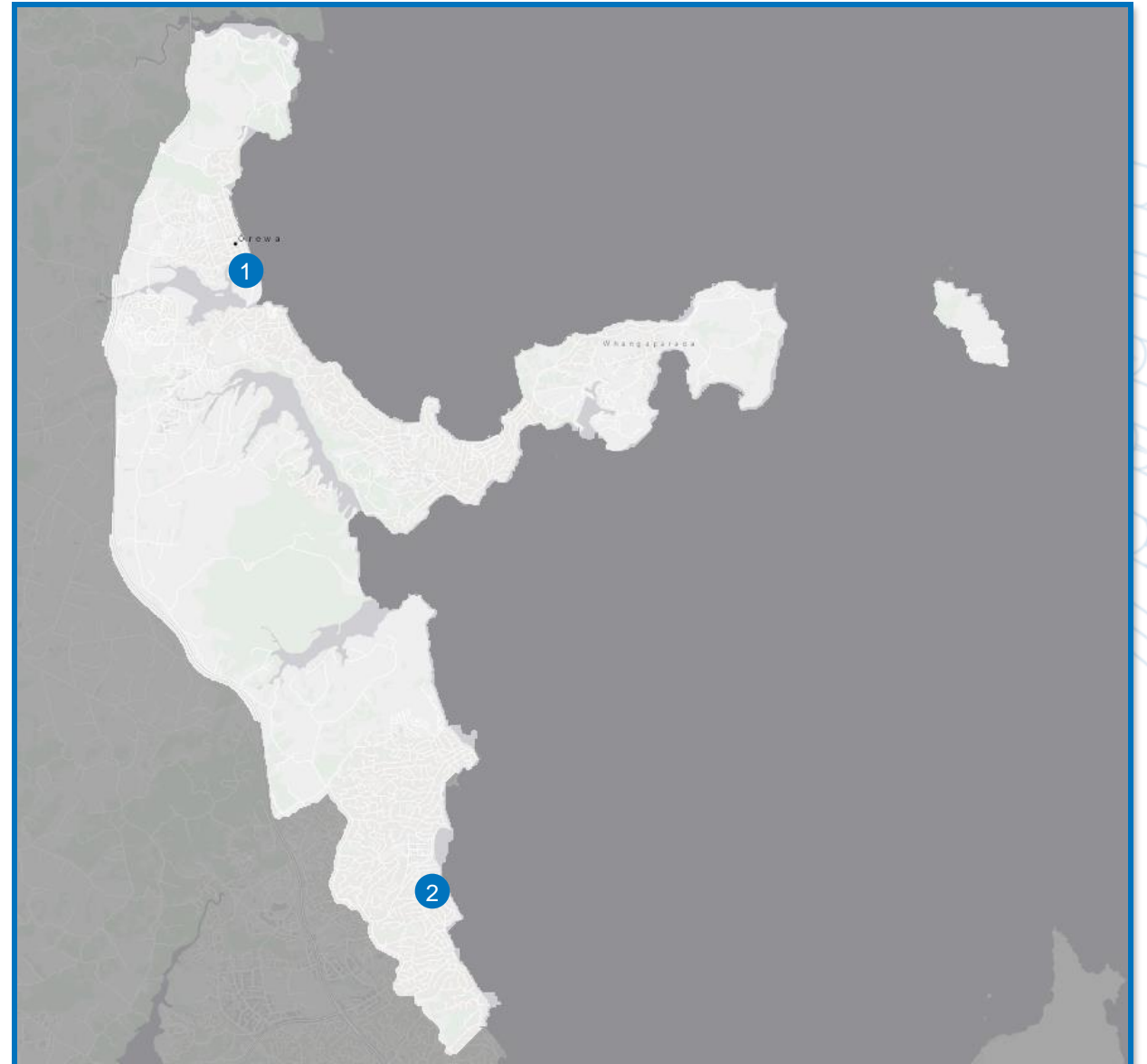


Project Title	Project Description	Status
Orewa Town Centre Review	Review of parking in town centre	Not Started
Integration Mobility Permits	Integration Mobility Permits – Auckland wide initiative	In Progress
Licence Plate Recognition Survey	Licence Plate Recognition Survey – Auckland wide initiative	In Progress
Reactive works area - Narrow Roads	Minor Works (0)	In Progress
Reactive works area - Grass Berms	Minor Works (0)	Not Started
Reactive works area - Parking Changes	Minor Works (1) Rothesay Bay Road (Mobility) Completed	Not Started



## Legend

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|---|---------------------------------------|
| 1 | Orewa Town Centre Review              |
| 2 | Reactive works area - Parking Changes |

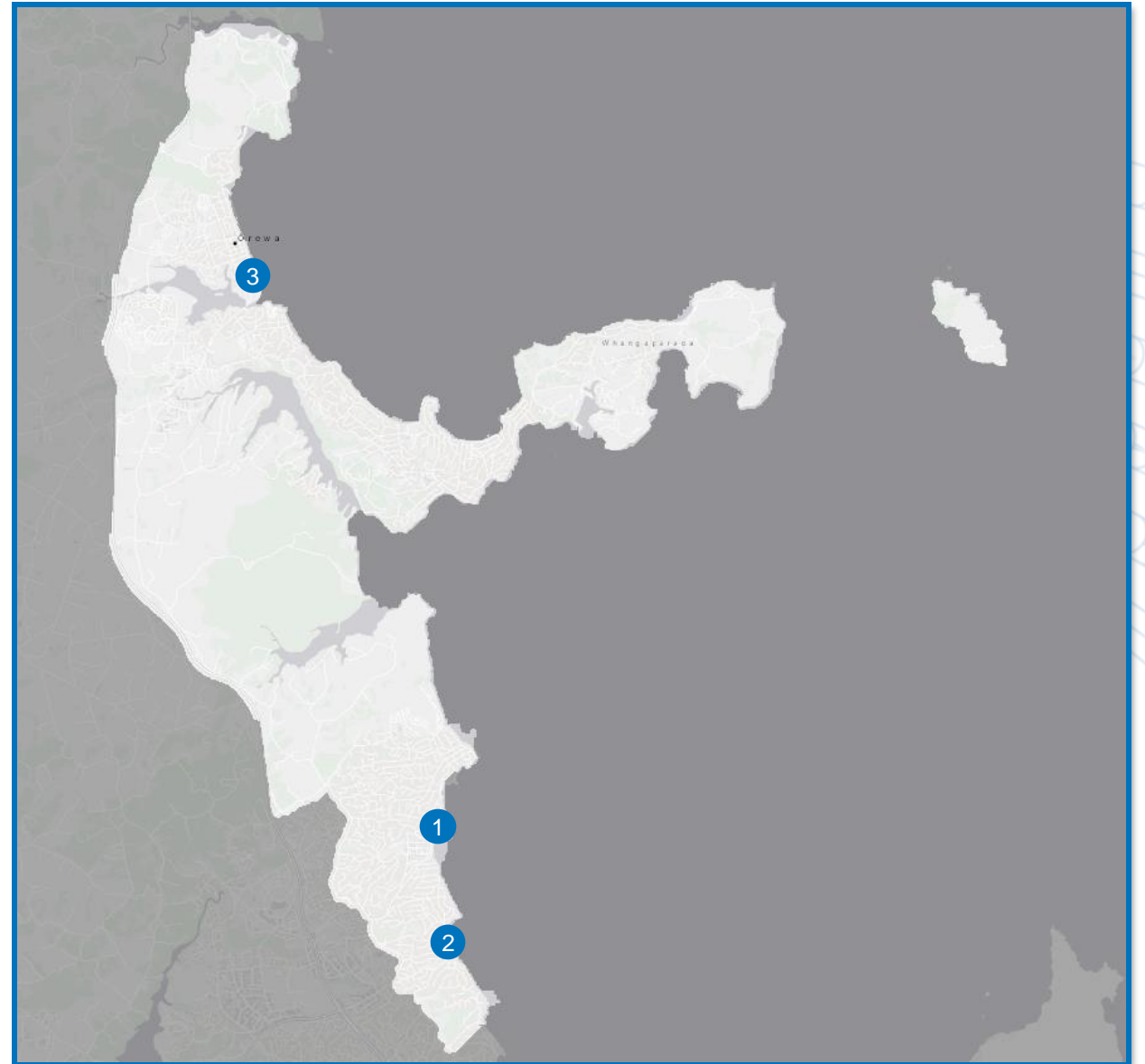


Project Title	Project Description	Status
Browns Bay	Town Centre Review	
Mairangi Bay	Town Centre Review	
Orewa	Town Centre Review Implementation	
Reactive works area - Narrow Roads	Minor Works (30)	
Reactive works area - Grass Berms	Minor Works (10)	
Reactive works area - Parking Changes	Minor Works (70)	



## Legend

- |   |   |
|---|---|
| 1 | Browns Bay Town Centre Review           |
| 2 | Mairangi Bay Town Centre Review         |
| 3 | Orewa Town Centre Review Implementation |



# Community Partnerships Programmes





## Road Safety Programme

Community Transport road safety behavior change programmes address 8 high risk themes contributing towards death and serious injury crashes, in communities across Auckland.

Including: Young Drivers, Alcohol and Drugged Driving, Speed, Motorcycles and Motor scooters, Older Road Users, Intersections, Restraints, and Distractions.

[Confidential - Community Partnerships Reel](#)



## Te Ara Haepapa (The Journey)

Te Ara Haepapa is a programme developed to address the high proportion of Māori involved in deaths and serious injury road crashes in Tāmaki Makaurau.

## What's happening in your local area

Police Checkpoints

- Controlled Breath Testing and Child Restraint Check Points  
Speed and Alcohol
- Back to School & Slow Down Around Schools promotions
- Lic Controller Qual (online training), Winter Rugby Sober Driver Campaign, Boat Ramp Breath Testing Restraints
- Whitiki – One on one whanau consultations and clinics
- Support and collaboration is ongoing with Community Providers

# Community Partnerships Programmes

## Travelwise School Programme

This programme aims to encourage active modes of travel; walking, cycling, scootering and using public transport or a school bus.

## Walking School Buses

A walking school bus provides young children with a safe way to walk to school through a structured, adult-supervised walking group that takes them from near their homes to their school.

**Of 280,000 children in Auckland 46% use Active modes at Travelwise schools**  
**288 Walking School buses**  
**3750 Children across the region**



### Local Board - Travelwise schools / Walking School buses

Project Title	Project Description
Road Safety Education, Activations and Events	Also partnering with communities to champion safe road user choices. This includes focus areas such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Māori Road Safety and Sustainable Travel Education, Activations and Promotional Events.
Travelwise Schools (Safe and Sustainable Travel) Education, Activations and Events	Age-appropriate programmes including the safe use of the transport network, bike skills, safe walking (walking school bus), scooter skills, travel options, rail safety, child restraints, promoting slow speeds, "good choices" in high schools.
Partnering and Building Community Capability and Capacity to deliver Road Safety Training and Education (Community Providers and Treaty Partners)	Training and supporting community providers, treaty partners, community leaders and influences to provide education and safety messaging within their communities. Driver Licensing train the trainer etc.
Māori Road Safety and Sustainable Travel Education, Activations and Events	Partnership programmes with Kura Kaupapa, Rumaki Reo and Kōhanga Reo promoting safe and sustainable travel including bike skills, scooter skills, pedestrian safety etc. Also partnering with Māori to champion safe road user choices, including the provision culturally appropriate programmes provided through a Te Ao Māori lens. This includes focus areas for Māori such as: Alcohol, Driver Licensing, Child Restraints, Speed, Safe School Travel, Pedestrian Safety and Train the Trainer. This programme largely runs in conjunction with the provision of the Road Safety Education, Activations and Promotional Events.

# Sustainable Mobility



## Active Modes

Promoting active modes, improving safety and encouraging mode shift through cycle skills training, events, activations and campaigns targeted at schools and communities.

The cycling programme aims to get more people cycling more often, build community capacity for cycling and encourage the use of cycling infrastructure.

## Local Board Involvement

We would love the Local Board to help us shape our programme locally by:

- *Identifying new community groups, schools and large businesses interested in working with us.*
- *Promoting our programme of activities to increase uptake.*

## Travelwise for Businesses

Working with large businesses and organisations (over 100 staff) to increase travel by sustainable modes.

Targeted engagement including city centre businesses, DHBs, tertiary institutes and new movers.



# Sustainable Mobility

The following is a list of regional activities that will be tailored to local board areas, aligning with the existing cycle network and planned cycle infrastructure improvements.

Projects	Updates
Community Partnerships	Support community groups with the design, delivery and/or funding of their bike related activities.
Community Bike Fund	A contestable grant for community groups to deliver events and projects that encourage more people to ride bikes. Groups can apply for up to \$5,000.
School Cycle Training	Deliver Grade 1 (basic cycle skills) and Grade 2 (on road riding skills) at a selection of schools.
Bikes in Schools	Support the national programme through training teachers at participating schools.
Kids Learn 2 Ride	Community based drop-in sessions teaching bike skills to children (locations TBC).
Adult Bike Skills	Courses including Bronze (off-road skills), Silver (quiet road skills), Gold (on-road skills) and bike maintenance. Sessions available on demand.
Bike Burbs	In partnership with Bike Auckland provide capacity building support to community Bike Burbs.
Bike Hubs	Support the establishment and running of community-based bike hubs..
Events and Activations	Provide walking & cycling focused activities at community events and deliver a series of 'pit stops' on popular cycle routes to encourage safe cycling.
Auckland Bike Challenge	Individuals and teams can compete to log bike rides during the month of February.



# Road Safety



## Introduction

The Road Safety Programme is developed in partnership with Waka Kotahi and is aligned to the national Road to Zero Programme. The programme is focused on addressing high risk corridors and intersections, areas with the highest risk for our most vulnerable road users and making sure that we are setting a safe and appropriate speed across the network.



## Outcomes

- Reducing Death and Serious Injuries (DSI) on our roads across the region.
- Having a network that is safer for all road users and creates a safe and appropriate speed environment at our areas of greatest risk.

## Planning Process

Road Safety projects have been identified through numerous tools that assess the network for risk. The primary source of information has been developed by Waka Kotahi at a national level. The Road Safety programme need to be aligned with the national Road to Zero programme. A list of projects in each Local Board has been developed for prioritization. A key difference moving into the next NLTP period is to work closer with Local Boards to help prioritize the long list of projects and to hear where the Local Boards want us to focus. The projects still need to be aligned with the Road to Zero programme to ensure funding, but we want to hear your views.

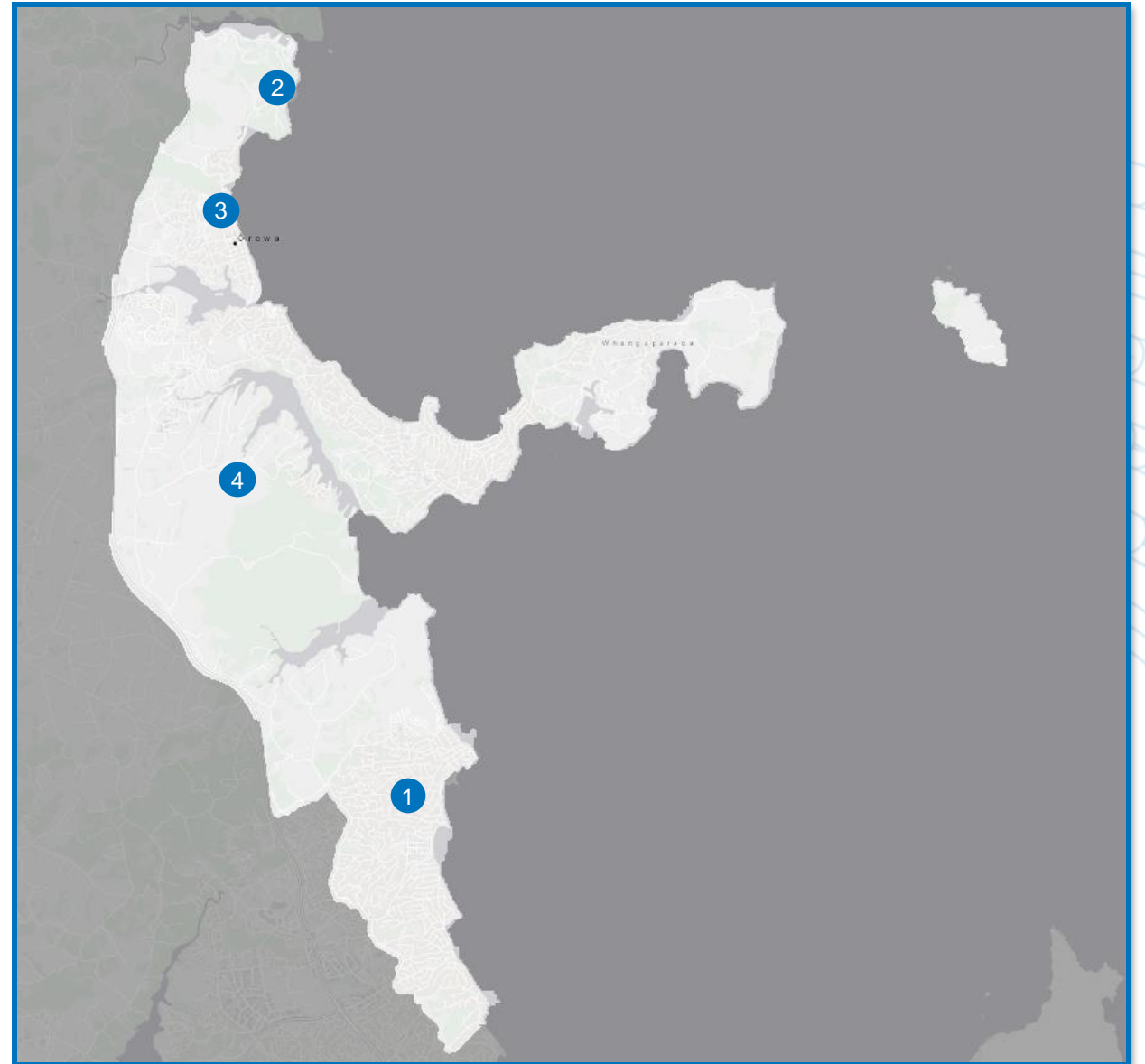
Project Title	Location	Project Description	Status
East Coast Road to 43 Sartors Avenue	East Coast Road to 43 Sartors Avenue, Northcross	2 x Mid-block raised pedestrian crossing	Completed
Hibiscus Highway Corridor Improvement (R2Z)	Hatfields Bridge - Waiwera Road	Wide Centreline and Audio Tactile Pavers	Design
School Speed Management (Tranche 2B)	187 Centreway Road - Orewa	The School Speed Management Programme - Treatments includes Signage, Road Markings and Raised Pedestrian Crossings.	Completed
Katoa Ka Ora - implementation	Various	Implementation of Speed limit changes	Investigation



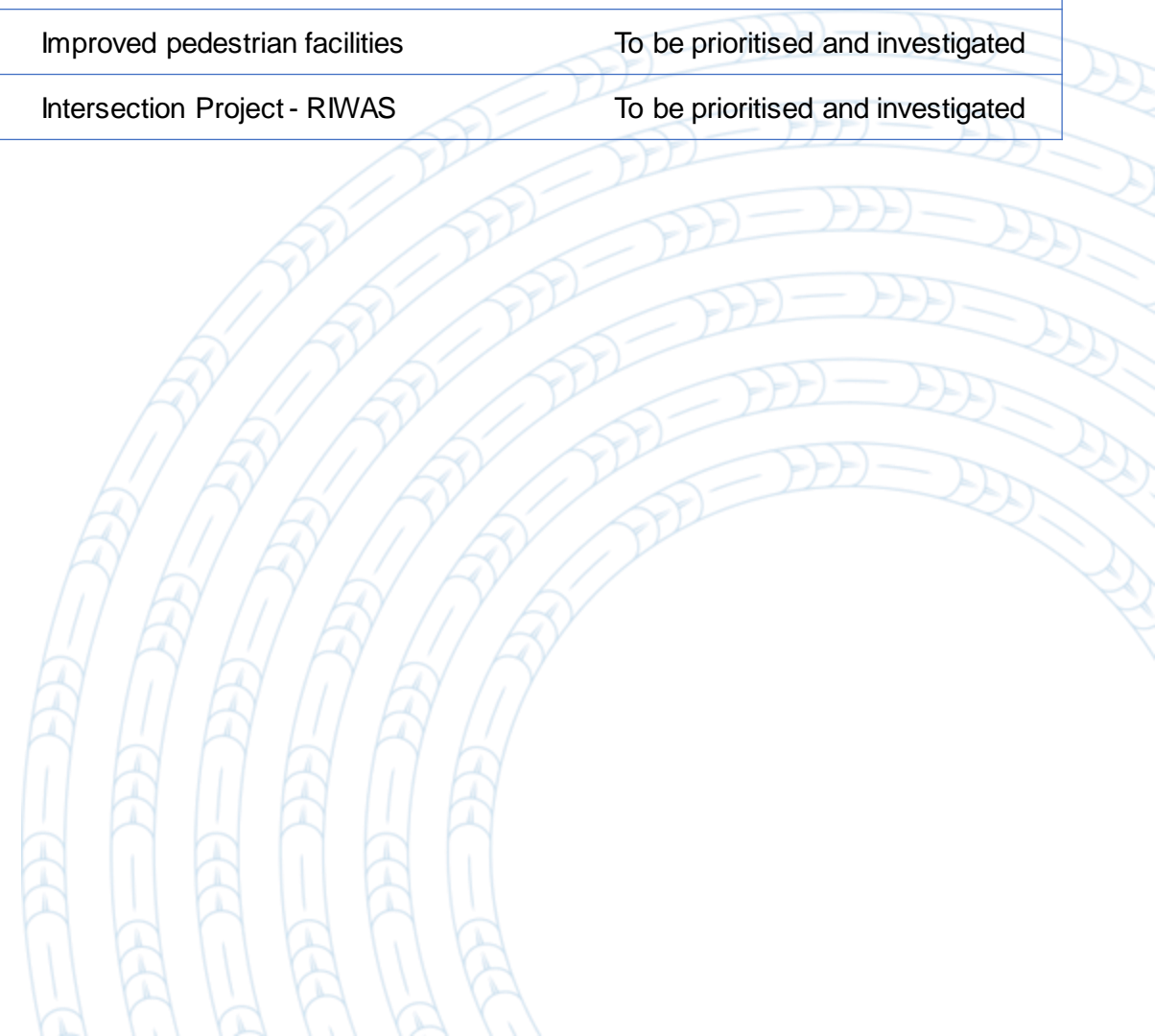


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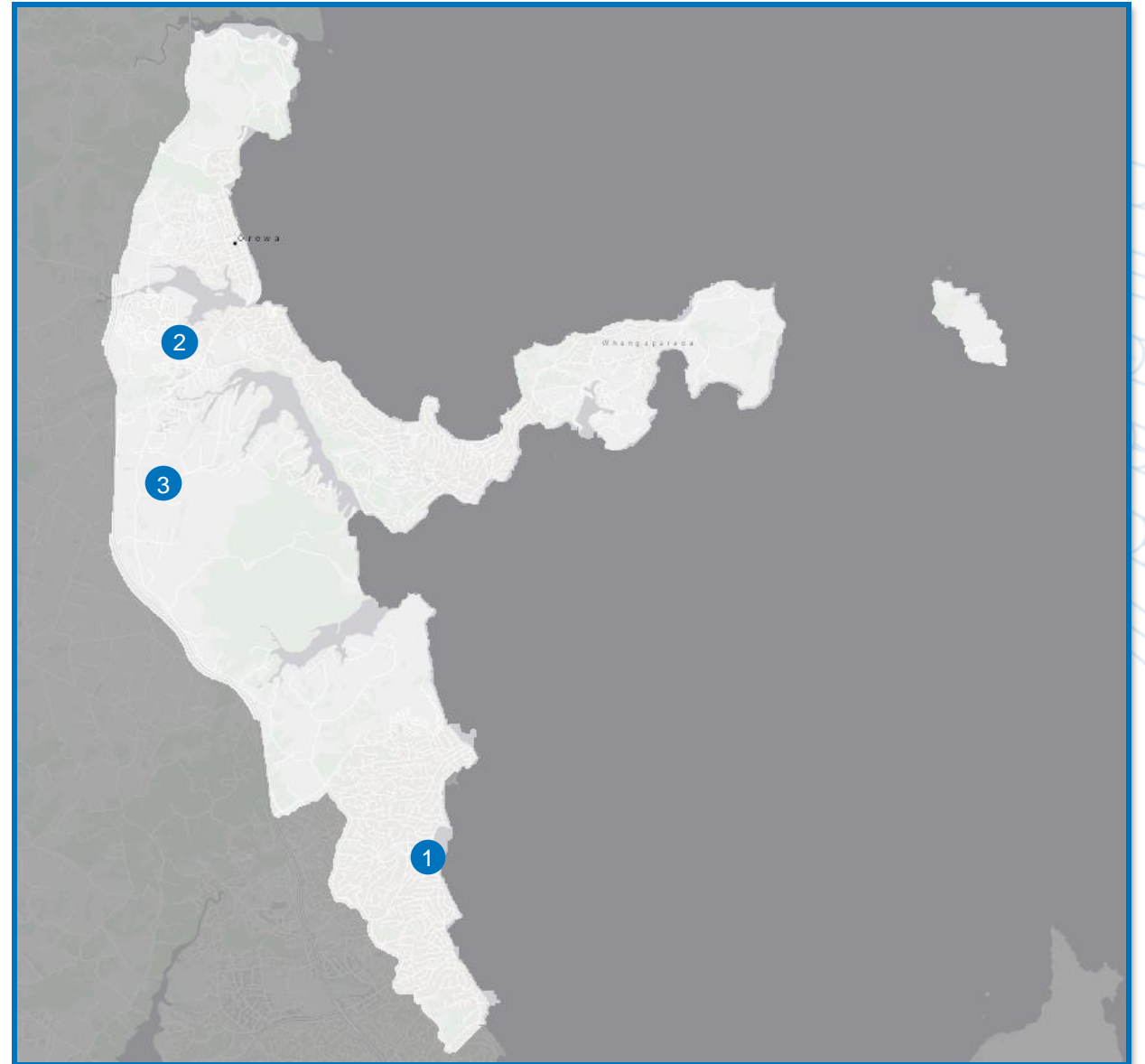
- |   |   |
|---|---|
| 1 | East Coast Road to 43 Sartors Avenue        |
| 2 | Hibiscus Highway Corridor Improvement (R2Z) |
| 3 | School Speed Management (Tranche 2B)        |
| 4 | Katoa Ka Ora - Implementation               |



Project Title	Location	Project Description	Status
Brown Bay	Browns Bay Town Centre	Improved pedestrian facilities	To be prioritised and investigated
Silverdale	Silverdale Town Centre	Improved pedestrian facilities	To be prioritised and investigated
East Coast Road & Spur Road Intersection		Intersection Project - RIWAS	To be prioritised and investigated



Legend	
1	Brown Bay
2	Silverdale
3	East Coast Road & Spur Road Intersection



# Road Corridor Renewals



## Introduction

Road renewals are undertaken when assets reach the end of their service life. This means that overall, the assets are in a range of condition from excellent (new) through to poor (old).



## Outcomes

Road assets comprising road carriageway, footpaths, drainage, streetlights, traffic signals, bridges etc meet desired levels of service and are renewed in a timely, efficient and sustainable manner.

## Potential Challenges

The existing renewal budgets are very constrained, but the renewal spend is forecast to increase significantly over the next 10 years to meet the needs of the network.

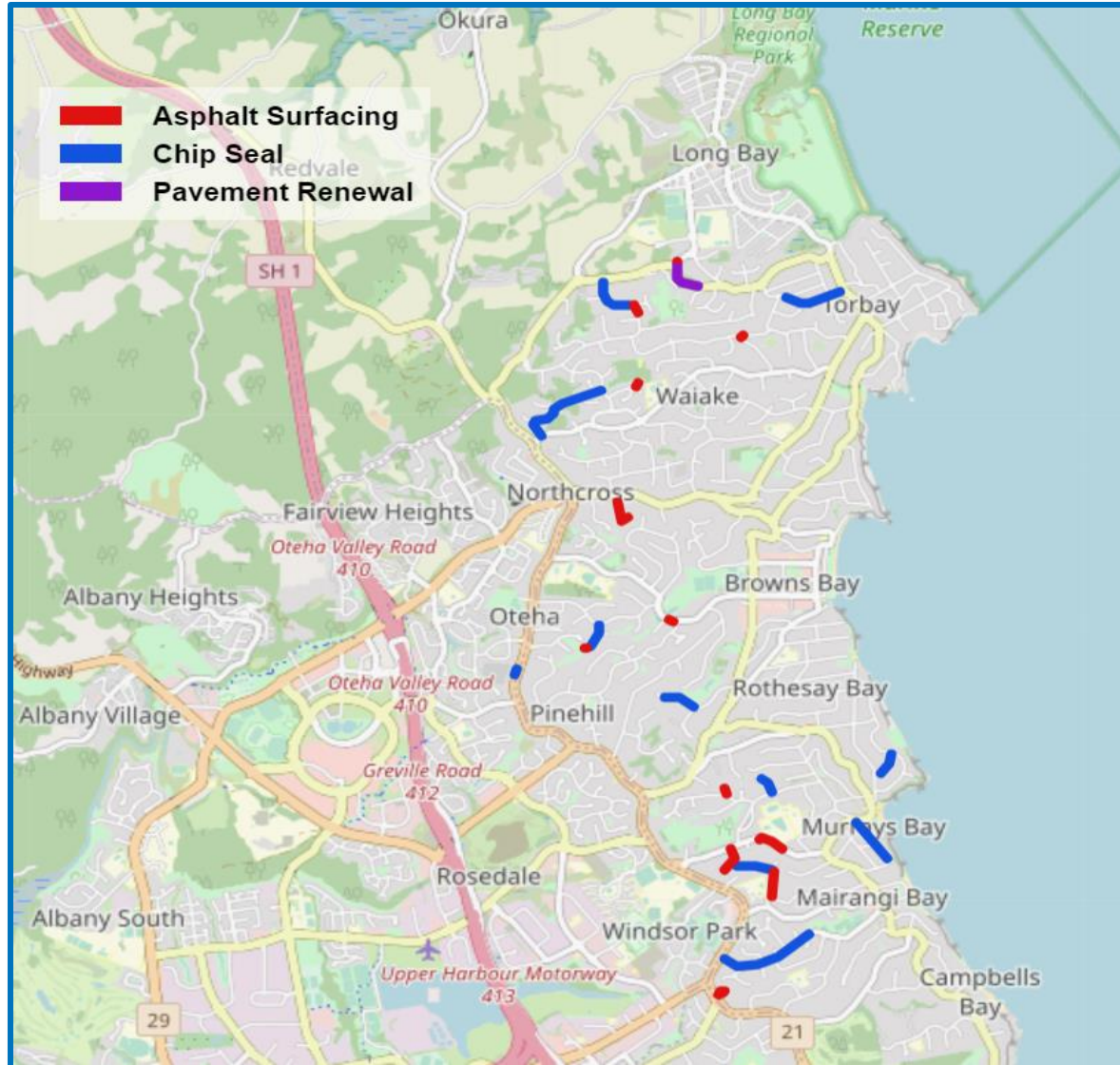


# Road Corridor Renewals

Update FY2023/2024

Roads Renewal		
BEACH RD (MANLY)	HELEN RYBURN PL	PHOEBE MEIKLE PL
BINNACLE RISE	HILLCREST RD (OREWA)	RAKINO AVE
BOURNEMOUTH TCE	HONEYSUCKLE LANE	RED HIBISCUS RD
CARNMORE PL	IAN SAGE AVE	RISHWORTH AVE
CENTREWAY RD	JUDD PL	ROBERTA CRES
COUNTY RD	KATE SHEPPARD AVE	ROYALTY RISE
CRESTVIEW PL	KENNETH HOPPER PL	SHANNON PL (TORBAY)
CROSS ST 2 (MANLY)	KITEROA TCE	SMALL RD
DACRE GR	LADIES MILE (WHANGAPARAOA)	ST IVES TCE
DEVANA CRT	LANGANA AVE (NORTH)	STITCHBIRD CLOSE
DONALD ST	MACNAY WAY	STREDWICK DR
D'OYLY DR	MATHESON RD (RED BEACH)	SUNRISE AVE
D'URVILLE PL	MAXWELTON DR	TAURANGA PL
EAST COAST RD HLA (#786 - #794)	MIZEN CRT	VAUGHAN CRES
ELAN PL	MOENUI AVE	WAINUI RD (EAST)
ELIZABETH PL (MAIRANGI BAY)	MOFFAT RD	WARU NUI CRT
EMLYN PL	NEWHAVEN TCE	WHANGAPARAOA RD
FINGAL WAY	NGAHERE VIEWS	WHANGAPARAOA RD 536 - 560
FISHERMANS COVE	PAINTON ROAD	WHANGAPARAOA RD 948 - 954
GLENCOE RD	PAINTON/SMALL RAB	WHANGAPARAOA RD 982 - 992
GLENREAGH PL	PALMGREEN CRT	WISTERIA WAY
GLENVAR RD	PANORAMA BORE ACCESS	
GROVENOR DR (SOUTH)	PETERS WAY	

Footpaths Renewal
BEACH RD (MANLY)
CENTREWAY RD
COUNTY RD
CRESTVIEW PL
DACRE GR
D'OYLY DR
EMLYN PL
GLENVAR RD
HONEYSUCKLE LANE
IAN SAGE AVE
KATE SHEPPARD AVE
LANGANA AVE (NORTH)
MACNAY WAY
MAXWELTON DR
NGAHERE VIEWS
PALMGREEN CRT
RAKINO AVE
ROBERTA CRES
VAUGHAN CRES
WAINUI RD (EAST)
WHANGAPARAOA RD
WISTERIA WAY



# Road Corridor Renewals

Draft FY2024 - 2025

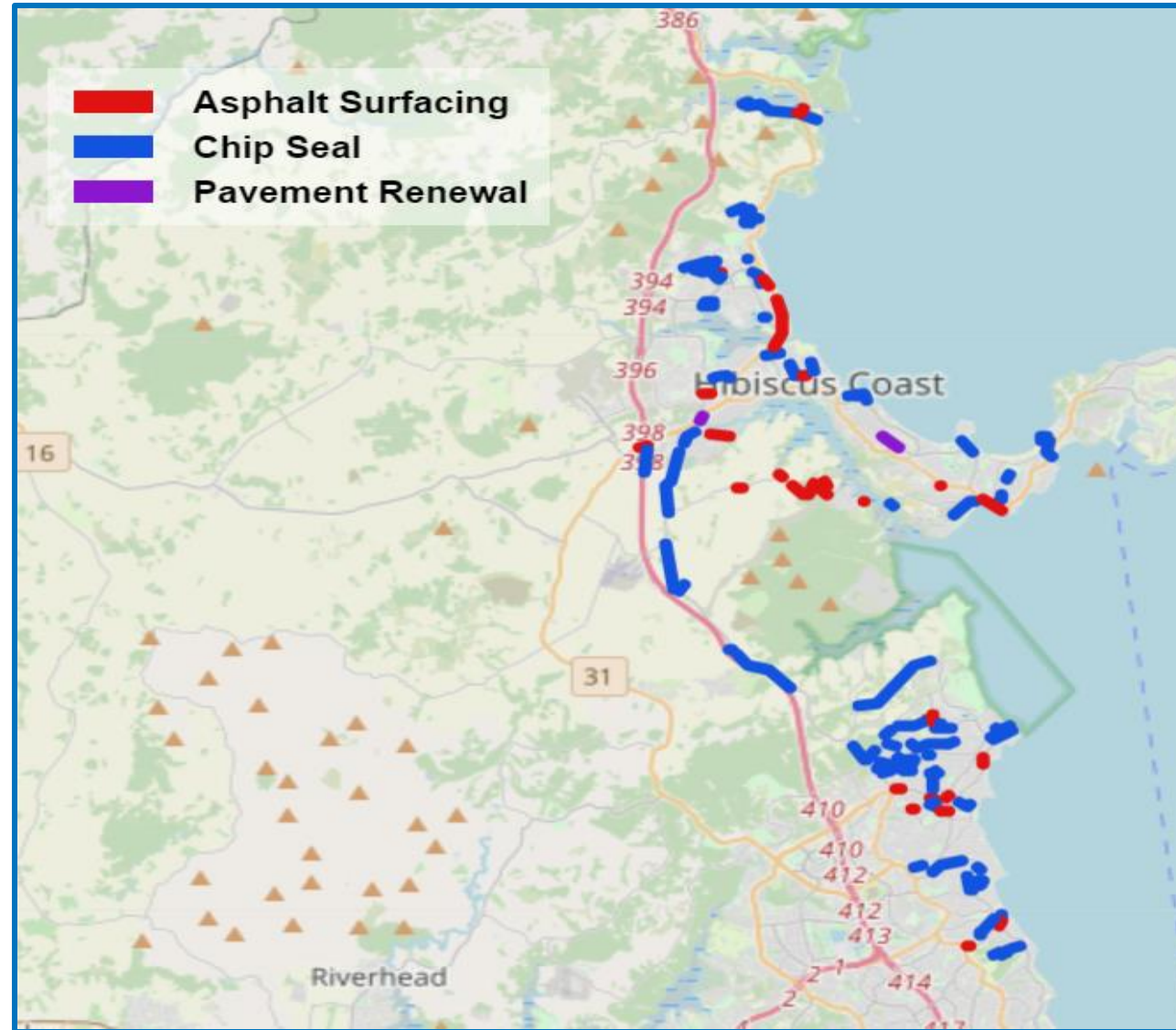
## Roads Renewal

ALEXANDER AVE (WAIAKE)	DUNCANSBY RD	LYONS AVE	SUNBURST LANE
ALICE AVE	DUNCANSBY RD 49 - 61	MANUKA ST	SYKES AVE
AMBASSADOR GLD	EAST COAST RD (SILVERDALE/REDVALE)	MCKENZIE AVE	TAVERN RD
AMORINO DR	EMLYN PL	MELANDRA RD	THE CRESCENT (TINDALLS BAY)
AOTEAROA TCE	FAIRHAVEN WALK	MILLWATER PARKWAY	THE RITZ
ASBURY CRES	FINCHLEY RD	MOTUORA RD	THELMA CRES
ASHLEY AVE (LONG BAY)	FLEXMAN PL	MOTUTAPU AVE	TINDALLS BAY RD
AULD ST	FOUNDRY RD	NEWHAVEN TCE	TOTARA VIEWS DR
BAWDEN RD (EAST)	GLAMORGAN DR	NEWHAVEN TCE (LOWER)	VAUGHANS RD
BAY VISTA DR	GLENREAGH PL	NEWHAVEN TCE (UPPER)	WAIAU ST
BAYVIEW RD (BROWNS BAY)	GLENVAR RD	OLDHAM PL	WAIORA RD
BEACH RD (EC BAYS)	HAMMOND AVE	OREWA ST	WAIWERA RD
BEACH RD LLA (#504 - #530)	HELEN RYBURN PL	PARK RISE	WALDORF CRES
BEACHWOOD DR	HELVETIA DR	PHOEBE MEIKLE PL	WEITI RD
BRANSTON AVE	HIBISCUS COAST HIGHWAY	REGATTA RD	WERANUI RD (EAST)
CAPRICORN PL (BROWNS BAY)	IAN SAGE AVE	REWI ST	WEST HOE HEIGHTS
CARLISLE RD	KAREPIRO DR	ROBIN LANE	WESTBOURNE RD (WEST)
CARNMORE PL	KATH HOPPER DR	ROSSMORE TCE	WHANGAPARAOA RD
CAVERSHAM DR	KNIGHTS RD (ROTHESAY BAY)	SAVOY RD	WILLIAM BAYES PL
CENTENNIAL PL	KOWHAI RD (CAMPBELLS BAY)	SHANNON PL (TORBAY)	WILLIAM HADLOW PL
DEVANA CRT	KURA PL	SMALL RD	WIN GR
DUCK CREEK RD (STILLWATER)	LINGHAM CRES	STREDWICK DR	WOODLANDS CRES
			WORSNOP WAY

## Footpaths Renewal

AMBASSADOR GLD	NEWHAVEN TCE
AMORINO DR	OLDHAM PL
AOTEAROA TCE	PARK RISE
ASHLEY AVE (LONG BAY)	REGATTA RD
AULD ST	REWI ST
BAY VISTA DR	ROBIN LANE
BAYVIEW RD (BROWNS BAY)	ROSSMORE TCE
CAPRICORN PL (BROWNS BAY)	SAVOY RD
DUNCANSBY RD	TAVERN RD
FINCHLEY RD	THELMA CRES
FLEXMAN PL	TINDALLS BAY RD
FOUNDRY RD	TOTARA VIEWS DR
HAMMOND AVE	WAIORA RD
HIBISCUS COAST HIGHWAY	WALDORF CRES
IAN SAGE AVE	WERANUI RD (EAST)
KNIGHTS RD (ROTHESAY BAY)	WESTBOURNE RD (WEST)
KOWHAI RD (CAMPBELLS BAY)	WHANGAPARAOA RD
LYONS AVE	WILLIAM BAYES PL
MCKENZIE AVE	WILLIAM HADLOW PL
MILLWATER PARKWAY	WOODLANDS CRES
MOTUORA RD	





# People Powered Streets



## Introduction

People Powered Streets is made up of the following tactical/adaptive urbanism programmes:

1. **Ngā Tiriti Ngangahau – The Vibrant Streets** - Auckland Council funded (100%) and established through Council's 10yr Climate Action Plan in the LTP. Focused on reducing transport emissions through encouraging mode shift to active modes, using temporary/semi-permanent infrastructure trials and non-infrastructure initiatives outside the city centre.
2. **Streets for People 2.0** - A newly funded (90%) Waka Kotahi programme, focused on climate action that makes it safer, quicker, and more attractive for people to walk, bike, ride devices, and take public transport in our towns and cities.

## Status

No projects in progress and no projects planned for FY2024/25



# Climate & Environment Update



# Hiikina te Wero: Environment Action Plan




Hiikina te Wero was endorsed by the AT Board in December 2021. The Plan was developed in partnership with Mana whenua and provides 5 targets against which AT measures progress over a 10-year period (to 2030).

The YE 2023 Environment Scorecard will be available late November 2023 in English and te reo Māori.

YE 2022 Scorecard is shown on the right.

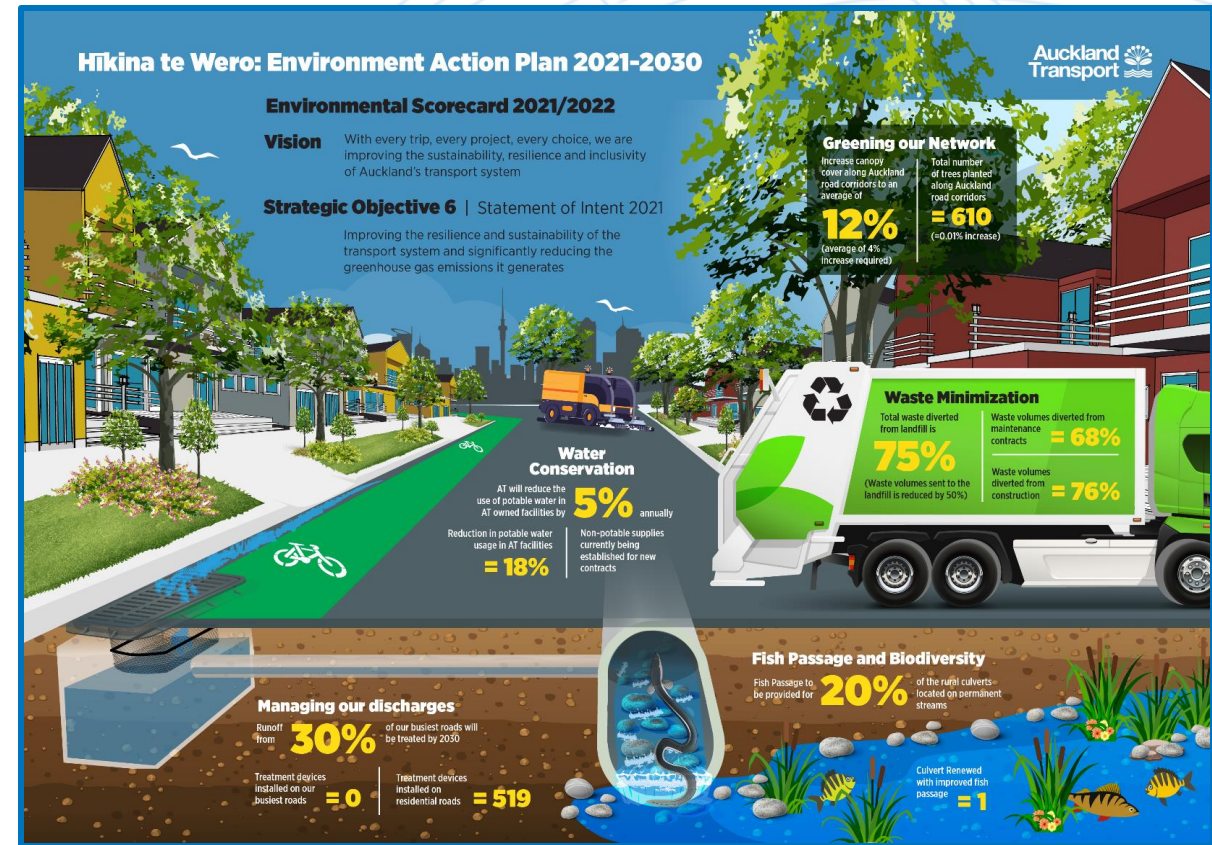
 **Managing our Discharges:** Runoff from 30% of our busiest roads will be treated by 2030.

 **Greening out Network:** Increase canopy cover along Auckland road corridors to an average of 12%, and increase pervious surfaces along corridors that connect areas of high ecological value by 10%.

 **Water Conversion:** All AT capital/maintenance projects >\$5 million will establish non-potable water supplies for activities that do not need drinking-water quality water.

 **Waste Minimisation:** Waste volumes sent to landfill is reduced by 50% (or 75% of waste is diverted).

 **Fish Passage and Biodiversity:** Fish passage will be provided for 20% of the rural culverts located on permanent streams.



# Climate Adaptation

AT's Climate Adaptation Programme covers both coastal and inland assets.

- Developed Climate Change Policy
- Contributing to the Shoreline Adaptation Plans AC staff are developing
- Collaboration across Council family to ensure shared knowledge of hazards
- Detailed assessments of coastal impacts on selected vulnerable AT assets
- Updating national landslide database with 2023 events - underway
- Development of predictive framework for inland hazard (landslide) impacts – 2023/24
- Updating AT criticality assessment with utility operator layers – 2023/24



Next steps include:

- Progressing coastal asset assessments – 2023/24
- Embedding the work into asset management – 2023/24



# Emissions Reduction

- AT Board set an embodied emissions target in Feb 2023 of 50% reduction by 2031 in alignment with Climate Leaders Coalition requirements and 1.5°C warming
- AT emissions were recently certified by Toitu and numbers confirmed by Audit NZ (Annual Report).
- AT is the first Road Controlling Authority (and Council entity) in NZ to achieve Category 4 certification for embodied emissions



This is to certify that

**Auckland Transport**

is Toitū carbonreduce organisation certified.

Toitū carbonreduce certified means measuring emissions to ISO 14064-1:2018 and Toitū requirements; and managing and reducing against Toitū requirements

A handwritten signature in black ink, appearing to read "Billy Ziemann".

Billy Ziemann— Certifier

Date issued: 23 August 2023 | Valid until: 23 August 2025

Certificate Number: 2022203J | Certification Status: Certified Organisation

Company Address: 20 Viaduct Harbour Avenue, Auckland, 1010, New Zealand

Certification Year Level of Assurance: Reasonable for categories 1, 2 and 3. Reasonable and Limited for category 4

Please refer to the disclosure page on [www.toitu.co.nz](http://www.toitu.co.nz) for further details.

Toitū carbonreduce is an annual certification programme and this certificate only remains valid with an annual surveillance audit.

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